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REA ROLL CALL

For REA Men and Women in Service

Vol. IV, No. 2

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COOKIES BY CARRIER PIGEON

From the land of fog and mists (where else but the Aleutians as Nat Lavinson will assure you) we hear from Ted Baroddy who is a Sergeant in the Engineers.

To add to the interest of living he asks Oz Briden to send him a set of REA specifications (not the contract part), the memoranda on line drop and short circuit calculations, and a sag chart, heavy loading on 4/0, 2/0, #2 and #4. "Reference material is scarce here," he explains. "Wrap the above around a box of cookies and send by carrier pigeon."

Trying to find something good to say about the Aleutians, he remarks, "The fishing is splendid, and I doubt if I will ever be satisfied with the Pee-Dee River back in South Carolina again; however these islands are still cold, damp and foggy (August 1), and I have no desire to spend the rest of my declining years here."

He winds up with a weather paradox that leaves us all guessing. "Don't get the impression the Aleutian weather is too bad. The sun was shining this afternoon, but I didn't get to stay out in it as it was RAINING too hard at the time."

SPEAK TO HIM IN PORTUGUESE

"I'm still at Recife (Pernambuco) Brazil---now well on my way to the 3-year mark down here," T/Sgt. Jack Wolfenson writes from the Army's production control office. "I have managed to learn to speak Portuguese, have met a lot of people and made a lot of new friends.... I've finally reached the grade of Technical Sgt. by virtue of several men going back home. I also managed to get a 30-day furlough last October, spending a very happy 30 days with my wife. I'm looking forward to the day when I can get back to REA and take up where I left off. Guess all of us are."

OVER THE BOUNDING MAIN

Able-bodied Seaman Louis D. Knowles, only REA'er in the Maritime Service, dropped in last week for a visit while en route from Houston, Texas, where he completed his most recent voyage, to Boston where he will take up with a different ship.

Lou really has been around, and a recital of his journeys and experiences sounds as colorful and varied as "pieces of eight" stories. He has made four round trips to Europe. On the last one his boat anchored the first night by the White Cliffs of Dover where he saw a beautiful home---the summer residence of Churchill. Later, they tied up at Brussels where on the

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LEDBETTER AWARDED SOLDIERS' MEDAL

Captain H. F. Ledbetter, pilot with the 51st Troop Carrier Squadron, 62nd Troop Carrier Group, based in Italy, has been awarded the Soldiers' Medal by Brig. General Charles T. Myers, Commanding General of the Twelfth Air Force.

Captain Ledbetter received the award for heroism displayed when a battle damaged B-17 crash-landed in the dispersal area of an airfield in Italy. The B-17 burst into flames and threatened to destroy several C-47's parked nearby. Despite the intense heat and the danger from exploding ammunition and fuel, Captain Ledbetter climbed into the pilot's seat of a C-47, which already had a wing tip on fire, and with the aid of several comrades, succeeded in taxiing the aircraft from the danger zone to a spot where the wing tip fire could be put out, and then returned to help extinguish the flaming B-17. To quote a part of the Citation "....his selfless devotion to duty in the face of great hazard reflects highest credit upon himself and the Armed Forces of the United States."

A graduate of Louisiana State University, Captain Ledbetter was granted a military leave from the Rural Electrification Administration, for whom he worked as a junior engineer, to join the Armed Forces in August 1941. Commissioned a 2nd Lieutenant in the Engineer Corps, he was later accepted for Pilot Training, and received his wings in October 1942. Sent overseas in February 1945, he joined the 51st Troop Carrier Squadron in Italy, and has since piled up over 300 hours of flying time in addition to holding the post of Squadron Engineering Officer.

PREFERS METERS TO VACUUM TUBES

Lt. N. Whitney Matthews' group near San Diego is to be disbanded and his future after that, he says, is anybody's guess. He's with the Marine Corps and speaks of his work as a "very interesting research problem which I am trying to finish before the 'bust up'." I can't say very much about the project, but I do spend most of my time swearing at the innate cussedness of vacuum tubes. For my part, I will still take meters where you have at least a 50-50 chance of knowing what in the world is going to happen.

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WANTS TO SEE SOME SNOWFLAKES

"I have been in Manila a little over a week now," writes S/Sgt. Thomas A. Martin under date of July 12. "Flew up from Darwin, Australia in time to spend the Fourth here. This is the most devastated place that I have seen outside of

(Cont'd on page 3)

COLUMN WRITE!

After six weeks of driving a command car around Hamm and vicinity in Germany, PFC. RAY KLINK is now stationed at Chantilly in France where "there is a race track but no races." He isn't far from Paris, but hasn't been there yet.

LT. BOB RADER is mixed up with radar, running true to his name. He is currently stationed at Long Branch, N. J., assigned to Watson Laboratories, the AAF Ground Radar and Radio laboratory. He says of his work, "In many respects it is very similar to that in an REA regional office. It consists of work on development and production of radar equipment. We have schedules to meet just as we had in REA....I don't know yet when I'll get back to REA but am looking forward to doing so and hoping it will not be in the too distant future."

Another "radarist" is LT. GLENN RENDALL with the Signal Corps at McCook, Nebraska, where for the past nine months he has been an instructor at the Base Radar School. His letter states, "B-29 Combat and Service Groups are trained here. I rather expect to be transferred into a Service Group before long and be sent overseas."

"About two months ago I was in Dayton studying maintenance on one of the latest radar bombing sets. While there I made a visit to the radar laboratories at Wright Field and ran into Ben Johnstone. Lt. Muri Dervage also works there, but I didn't get to see him as he was out of town. Their work appears to be very interesting and they seem to be getting along fine."

MAJOR FRANK D. PEEBLES who called on us last week says that at the end of his terminal leave (Oct. 13) he hopes to return to REA after more than three years in service.

His work has been with the AMG where his wide experience and background admirably fitted him to handle the restoration and control of the civilian electrical systems for military purposes. This work took him to Sicily, Italy, France, the Low Countries, and finally northwest Germany.

A short note from the wife of Warrant Officer (jg) EDWARD F. WILSON states that he is now in British Guiana. She also relays his sentiments about appreciating news from REA and wishes us "good things for the publications."

"My work continues apace," Storekeeper 3/c MILTON J. THURBER informs us from his Seattle post of duty. "It is cost inspection, which is Navy language for cost accounting on cost-plus contracts. Practically all of our work is on shipbuilding and ship repair. A couple of weeks ago I went through the big Todd shipyard down at Tacoma. It is really interesting."

The Roll Call was quite pleased to have Navy Lt. (jg) FRANCES RUHL drop in for a visit, spending one day of her 21-day leave in St. Louis and the remainder with homefolks at Hiawatha, Kansas. She is currently stationed at Treasure Island as part of the Western Defense Unit and looks to be transferred soon to San Francisco. Her work is in communications.
(Cont'd in next column)

It looks like LT. HARRY E. McCOLLUM will get a slap at the Japs after all. Word from his wife, who has been with him while he was stationed at Greenville, Miss., says he was to have left July 28 for a port of embarkation prior to shipping over. She and the children will live at Hattiesburg awaiting his return.

The Applications and Loans Division is welcoming back RUSSELL REHM.

Our staff members on military furlough will be interested in knowing how well the 7th War Loan Drive fared in REA. Under J. Warner Pyles' leadership it went over the top by 35 percent. By divisions the final report stacks up this way:

| STANDING | DIVISION | QUOTA | TOTAL | PERCENT |
|----------|-----------------|-----------|-----------|---------|
| 1 | COMP. OPER. | \$15,900 | \$26,904 | 169.2 |
| 2 | D & C | 17,100 | 24,763 | 145.0 |
| 3 | FINANCE | 28,317 | 40,652 | 143.5 |
| 4 | OFF. OF SOL. | 11,721 | 15,939 | 135.0 |
| 5 | A & L | 19,800 | 25,200 | 126.9 |
| 6 | MANAGEMENT | 8,550 | 10,313 | 120.6 |
| 7 | TECH. STANDARDS | 4,290 | 4,879 | 113.7 |
| 8 | PERSONNEL | 5,271 | 5,412 | 102.6 |
| 9 | INFORMATION | 3,300 | 3,372 | 102.0 |
| 10 | OFF. OF ADM. | 4,650 | 3,754 | 80.7 |
| | TOTAL | \$118,899 | \$160,188 | 135.0 |

NOW IT CAN BE TOLD

Sgt. Broadus V. Brown, stationed at Kirchhain, Germany, gives a detailed account of the work his unit (655th Eng. Topography Battalion) did for the Ninth Army crossing of the Rhine. He describes, "A friend of mine and I worked in G-2 section making photographic studies of the Rhine. Using rainfall data collected by the British about 100 miles down the river, I made a complete study of the Rhine floods using photographs taken during high water stages of the river. After that was done, we came back to the battalion and threw out a map in four colors and hatched and cross hatched showing the flood limits at different flood stages. A week or so later our boys surveyed out the road to be constructed for the crossing. It took them a week to lay out a thousand yards of the road. They were under mortar fire all the time, but came through without a casualty. We had our first casualty after V-E day. One of the survey parties ran over a land mine."

He says he is going to keep on a look-out for Sgt. Stanley and others whom he knows to be near his location. He is now attached to the Seventh Army, but doesn't even try to guess at what will happen next.

POLE CLIMBING REMINDS HIM OF REA

No wonder we haven't been hearing from Lt. (j.g.) W. A. Lewis. From his Pacific base he writes that he is as busy as can be. A tremendous number of little things come up for his attention when the boats are idle, he says. "Each boat officer has a few particular ideas about the arrangement of the gear, and I have
(Cont'd on page 4)

HEADACHES APLENTY FOR LT. BAUER

Lt. Henry C. Bauer writes about his work as head of the Coast Guard Supply Depot, main one for the whole country, at Jersey City, and includes a few comments about John Donahue's recent visit there. "I took him down on the range and let him go through a course with the sub-machine gun and carbine plus the usual .38 revolver. Even though it was noisy, he really seemed to enjoy it.

"I told him some of the material I am handling reminded me of REA--all the portable generating units that are on the way to the SW Pacific, and the miles of cable, copper wire insulators, line anchors, etc. When an island is invaded, they immediately move in with all of the latest listening and transmitting devices. Part of my job is to have that stuff on hand and ready for immediate shipment to the west coast and from there out yonder. Some of the units must be complete within themselves and have every possible convenience such as jeeps, galleys, medical gear, lighting equipment, dehydrated food, and armament.

"Some of the men, once they are landed, never see anyone except their own unit for six to eight months. During this period the radar station is under construction and mail is even dropped from planes. All food has to be special packed and in some cases the equipment is floated in so that it has to be packed for special handling.

"Right now I control 700,000 sq. ft. of warehouse space and have all types of special clothes for every climate, an ordnance base that turns out a considerable number of machine guns a day, and an up-to-the-minute communications lab that also keeps all ship communications gear in repair. So you see, with 340 men under me, I have my hands full."

SNOWFLAKES
(Cont'd)

newsreels. And yet there are many interesting things remaining. It is remarkable how quickly the Army and the Filipinos are cleaning up the city. Even in the short time that I have been here, I can see changes.

"After being isolated in the Australian bush for over a year, it is a little unusual to see so many people. Haven't seen Gen. MacArthur as yet, but can vouch for the fact that he has the situation well in hand. It's plenty damp here and they say the rainy season is just beginning! These tropics! What wouldn't I give to see some nice, big snowflakes right now."

Tom adds a reminiscent note about the REA tenth birthday party. "Surely would have enjoyed being on hand for it. Maybe if everything goes well, you can reserve seats for all of us at the next one."

VACUUM TUBES
(Cont'd)

"Most of the bugs are about worked out of my 'bread board' model, and I think I will go to Santa Barbara next week to put the 'Gizmo' (that's the Marine equivalent for 'thingamajig') on a couple of radar units and see what will happen."

RITTER IN CHINA

From China came an interesting letter from Cpl. Claude W. Ritter to his pals in Central Files. He writes, "I have not been in the European Theatre where so many from REA have gone. They took care of the European situation very well. We arrived in India last year and stayed there long enough to be awarded a Bronze Star for the India-Burma campaign.

"The only large city I was able to visit was Bombay. It was very interesting, but makes one appreciate American cities more than ever before. We passed through many cities, the names of which I had never heard of, can't pronounce, and can't spell. We were stationed in the jungle country for a time so saw a lot of the backwoods of India. The British were very friendly, telling us much about the country.

"We came to China in the latter part of the year, and the outfit was soon awarded another Bronze Star for work done here. Some prefer India to China, but I believe it is better in China since it is not so hot and rainy. I never knew much about western China, so am learning more about geography."

REA WAR VETERANS ELECT OFFICERS

On more than one front the REA War Veterans Association is showing added activity---sort of a re-awakening in preparation for the return of the REA gang now in service. New officers were recently elected and include:

| | | |
|-----------------|-----------|-------------------------------|
| J. J. WILHELM | C.O.D. | PRESIDENT |
| WADE EDMUNDS | D & C | 1ST VICE PRES. POLICY |
| C. E. BRAY | A & L | 2ND VICE PRES. PROGRAM |
| DAN WOLFF | A & L | 3RD VICE PRES. SPECIAL EVENTS |
| J. P. SCHAEZNER | T. STAND. | 4TH VICE PRES. WELFARE |
| WILLIAM SPIVEY | INFO. | 5TH VICE PRES. PUBLICITY |
| PERCY SACHS | C.O.D. | SECRETARY |
| JACK WRIGHT | D & C | TREASURER |

From now on the monthly meetings will feature a series of talks on the theme of "And Now It Can Be Told." The first of these had three speakers each giving a ten-minute talk. Glenn Finch, now with D&C, told of his part in opening up the supply line to the South Pacific; Mack Linn, now with A&L, spoke of his work with the Special Services Division, and Forrest Minor, also with A&L, who served in both World Wars, gave a contrast between "then" and "now." Now, you REA'ers in service---you know what to expect when you come back. Might as well start getting your story together now so you'll be ready when your time comes.

HERE TO THERE DEPARTMENT

Milton J. Thurber, SK 3/c, Exchange Bldg., Seattle; Lt. (jg) George M. Scherref, FPO, San Francisco; John K. Taylor, S-2/c, NT School CEE & RML, Great Lakes; Pfc. Louis A. Roland, APO 742, New York; Capt. H. F. Ledbetter, APO 650, New York; Lt. (jg) John C. LEAVITT, Simondale, Portsmouth, Va.; Pfc. Ray Klink, APO 197, New York; Lt. (jg) Fred B. Liquin, San Diego, Calif; Lt. Howard G. Hembree, Indiantown Gap, Pa.; W.O.J.G. Edward F. Wilson, Miama, Fla.; Pfc. Robert M. Cox, APO 958; Major Robert E. Larson, Camp Callan, Calif.; Lt. Col. John S. Tarr, APO 408, New York; Capt. Walter Wolff, Schick Gen. Hospital, Clinton, Iowa.

LAND-LOCKED FOR THE DURATION

From his duty station on San Clemente Island, Lt. (jg) Fred B. Liquin gives a resume of his naval career in this war: "I was once hopeful of becoming a sailor in the literal sense, but after two months of indoctrination, five months of pre-radar, four months of radar, three months of technical schooling on a new secret project, and so far three more months of operational training on this special equipment, I have at last come to the conclusion that I will be land-locked for the duration unless that day is more distant than we now think and earnestly hope.

"When we complain of our duty and request information regarding possible dates for our liberation from school and the opportunity of taking this seemingly wonderful equipment out to further the fleet operations, we are only reminded that we should not be dissatisfied.... that we were carefully chosen along with all of our enlisted personnel for this duty and that the project still has top priority in the Navy. That never makes us feel better. I was once convinced that I should stay in the field of electronics after the war; in fact I gave consideration to remaining in the Navy. But now I know that the D&C division will be very satisfying as soon as it can be made possible."

BOUNDING MAIN

(Cont'd)

deck of an adjacent ship he saw Gen. Montgomery. But he hasn't seen any of our American overseas notables.

He considers his Brussels trip, when he also visited Antwerp, the most interesting of his pilgrimage. But readers feeling the sugar-shortage pinch might be more intrigued by the saga of his Cuban trip when his boat brought nothing but unrefined sugar from Havana and it got so hot the sugar melted and ran molasses-like all over the deck.

Lou hasn't escaped the dangers of war, either. One ship he helped sail was loaded with ammunition. That in itself was bad, but when a ship laden with such a cargo collides with another vessel, the results are usually disastrous. That's what happened to his ship, Miracle-like, no explosion occurred.

Maritime vessels in time of war travel with a certain amount of warfare protection such as escort destroyers and their own anti-aircraft guns and cannons. But the only shooting in which he took part was at an age-old enemy of mariners in Newfoundland waters---huge icebergs between which his ship dropped anchor at night. When morning came and the danger realized, the ship's guns opened fire and piece by piece the icebergs slumped into the sea. From this cold setting, Lou shipped with a load of lead ore to Houston where the extreme change in temperature practically "wrecked" him.

GOING UP

Pfc. Louis A. Roland; Lt. (jg) Fred B. Liquin; W.O.J.G. Edward F. Wilson; Lt. Col. John S. Tarr; T/Sgt. Jack Wolfenson.

VISITS WITH ELECTRIFICATION CHIEFS

After 21 months in Brisbane, Australia, where his work was government accounting and auditing, T/5 Al O'Donnell is now in the war-scarred city of Manila which, he says, is a sight to see---- "it's been bombed, burned, blasted, and destroyed" in the battles fought there.

"On coming ashore yesterday (July 23) we had to climb down landing nets and come in on LCM's ----just like invasion troops. Shortly after we were 'swarmed' by hundreds of Filipino kids with hands full of Jap invasion currency which they trade for anything you can give them.

"We are being quartered at the new site of the Philippine University, which is not much more than a cow pasture about 6 miles from downtown Manila. They are just building the place----with mud ankle-deep everywhere. At present we have neither floor nor lights in the tent, and where my cot is located is a gulley (page Lt. Harry Thiesfeld for bridging possibilities) which will probably have the rain washing me out into the fields."

Referring to his stay in Australia, where he was one of the "Queen Street Commandos" (as he says the front line troops referred to the rear echelon troops in Brisbane), he had the opportunity to visit with the electrification authorities in both Melbourne and Sidney. "It was a pleasant experience," he tells us, "to be talking the language of REA and its related activities. I passed on several items of REA literature to them, and had some very interesting discussions with the Secretary, Chief Accountant, and the head of the Rural Development Section."

POLE CLIMBING

(Cont'd)

to spend a great deal of time either arguing about the change or making it. But I manage to keep the boats that are in base in fair shape. Everything that has electrical wiring to it is still my responsibility----from base refrigerators to boat electrical fire controls. Some few but not quite enough men to take care of it all.

"Today I climbed a power pole for the first time in many moons. I might have had one of the electricians do it, but they are so inexperienced on such things I wouldn't put them up. As I climbed that pole I couldn't help thinking of the times back there in REA. I must admit I didn't, of course, climb poles there, but there is quite a closeness of ideas.

"I wish I could pick up a Jap meter for study and observation as requested by Mr. Samuels. Unfortunately, this has been impossible to do. All the Japanese meters on this island were portable and few in number. In fact, I did not see any when we first came in. All the watt-hour meters are of the conventional type."

BUREAU OF VITAL STATISTICS

Born to Lt. and Mrs. Harry E. McCollon a son, Frank Lokey, on May 27, at Hattiesburg, Miss.